

degrees, at or above said pre-set minimum speed in accordance with the Table set forth below:

TABLE

<u>Vehicle Speed</u> (miles/hour)	<u>Turning Angle to</u> <u>Activate Suspension</u> <u>System Control</u> (degrees)
<u>120</u>	<u>1</u>
<u>100</u>	<u>2</u>
<u>80</u>	<u>3</u>
<u>60</u>	<u>6</u>
<u>40</u>	<u>7-8</u>
<u>20</u>	<u>9-10</u>
<u>10</u>	<u>13-15</u>

said sensing means will send a signal to said suspension system whereby the rate of movement of said one structural element, said body, toward said other structural element, said axle, is reduced sufficiently to prevent further tilting of one of said structural elements toward said other structural element [is prevented].

6. (Amended) Apparatus for a vehicle having at least the following two structural elements, a transverse axle and a body; a suspension system disposed between said two structural elements on each side of said vehicle; wheels mounted at each end of said axle and sensing means placed at the front and back of said axle adapted to sense continuously the turning of said wheels to the right and left [and to sense] at a pre-set minimum speed of said vehicle such that when said sensing means senses a turn below about 20 degrees or above about 160 degrees at or above said pre-set minimum speed in accordance with the Table set forth below:

TABLE

<u>Vehicle Speed</u> (miles/hour)	<u>Turning Angle to</u> <u>Activate Suspension</u> <u>System Control</u> (degrees)
<u>120</u>	<u>1</u>
<u>100</u>	<u>2</u>
<u>80</u>	<u>3</u>
<u>60</u>	<u>6</u>
<u>40</u>	<u>7-8</u>
<u>20</u>	<u>9-10</u>
<u>10</u>	<u>13-15</u>

said sensing means will send a signal to said suspension system whereby the rate of movement of said one structural element, said body, toward said other structural element, said axle, is reduced sufficiently to prevent further tilting of one of said structural elements toward said other structural element.

7. (Amended) A vehicle having a suspension system disposed between a transverse axle and a body of said vehicle wherein the vehicle is equipped with means for controlling the suspension system, the improvement comprises means for continuously sensing angular or steering movement of said vehicle and means for activating said means for controlling said suspension system at a pre-set angle of movement of said vehicle depending upon the speed of the vehicle in accordance with the Table set forth below:

TABLE

<u>Vehicle Speed</u> (miles/hour)	<u>Turning Angle to</u> <u>Activate Suspension</u> <u>System Control</u> (degrees)
<u>120</u>	<u>1</u>
<u>100</u>	<u>2</u>
<u>80</u>	<u>3</u>
<u>60</u>	<u>6</u>
<u>40</u>	<u>7-8</u>
<u>20</u>	<u>9-10</u>
<u>10</u>	<u>13-15</u>

to convert the normally fast rate of movement of the body toward said axle to a slower rate of movement of said body toward said axle.